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HONGKONG, TUESDAY, OCTOBER 23, 1917.

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THE WAR.

TO-DAY'S TELEGRAMS.

(Reuter's Service to the China Mail.)

THE ROUT OF THE ZEPPELINS.

London, Oct. 22.

The rout of the Zeppelin in France is welcomed enthusiastically, as the final failure of the Zeppelins, but there is an intensified outcry in some papers at the silence of London's guns on Friday. Other papers, however, while echoing the demand for an explanation, point out that the Zeppelins may have been trying to discover the strength of the new artillery defences against the Gotha machines and the authorities, perhaps, wisely did not disclose them. Moreover, it is known that many aeroplanes ascended, though the authorities are silent as to the part they played in scattering the Zeppelins and deflecting them from their course. It is known that at least one Zeppelin was hit, in the provinces, where the gunfire was considerable, and was left in a disabled condition by three Zeppelins, which apparently returned across Holland, where they were shelled.

BRITISH OFFICIAL STATEMENT.

REPRISALS BEING TAKEN.

London, Oct. 22.

In the House of Commons, Mr. Cave, the Home Secretary, stated that the air raid on October 19 was apparently carried out by ten or more Zeppelins, of which five failed entirely to reach their objectives, leaving the country without causing any material damage. Of five that came near London, four failed to penetrate the defences and a fifth drifted over London, with its engines cut off, dropping three bombs. Our aeroplanes ascended, but the atmospheric conditions were most unfavourable, and they were unable to bring the raiders into action. However, four Zeppelins were accounted for by the French forces—(cheers)—and information regarding the others was awaited.

Mr. Cave said the greatest possible credit was due to the French airmen and the French anti-aircraft service for their splendid performance—(cheers)—but in justice to the British anti-aircraft service it should be remembered that the Zeppelins flew over France in daylight and at a lower altitude than they flew over England.

He added that the Government had already announced its intention of bombing German towns until an end was put to such cold-blooded attempts on the civil population in England. Two such British attacks had been already made. The House might be assured that the process would continue until this purpose was attained.

GERMAN REPORT.

London, Oct. 22.

A German official message states: One of our naval airship squadrons, on Friday night, was specially successful in an attack on London. Manchester, Birmingham, Nottingham, Derby, Lowestoft, Hull, Grimsby, Norwich and Mappleton.

Afterwards when returning, owing to a dense mist and an adverse wind, four airships crossed the French battle zone where, according to a French report, they were shot or forced down.

Details as to the fate of these vessels are not yet available.

KING AND QUEEN VISIT BOMBED AREA.

London, Oct. 22.

The King and Queen visited the bombed area of London yesterday. They arrived with the authorities for the day and

HOW A ZEPPELIN WAS CAPTURED INTACT.

Paris, Oct. 22.

A metallurgical worker, who was out shooting when the L.49 descended intact at Bourbonne, graphically describes how he espied the airship surrounded by a cluster of French aeroplanes, pelting their machine-gun fire at the Zeppelin which was flying very slowly and very low. Suddenly, it settled above some clumps of trees and the crew of 19 landed and paraded. The Commander fired into the envelope of the balloon and the metallurgist, who was 80 yards distant, realising the destructive intention, shouted "Stop! or I fire." The Commander thereupon threw down his pistol and put his hands up and "Kamerad." The metallurgist kept his rifle pointed until the crew were made prisoners.

Another air ship passing the spot attempted to assist the prostrate Zeppelin but was driven off.

ANOTHER ANGLO-FRENCH ATTACK.

London, Oct. 22.

A French communiqué states:—We attacked, this morning, in Belgium, on the left of the British Army, on a front of a kilometre.

We captured all our objectives and appreciably progressed to the north of Veldhoek, and took some prisoners.

Our scouts penetrated the enemy's line at various points to the south-west of St. Quentin, near Mamejean Farm, Pantheon, and in the region of Tubize.

The artillery duel continued very lively on the entire Aisne Front.

SIR DOUGLAS HAIG'S REPORT.

LOCAL ATTACKS.

London, Oct. 22.

Field-Marshal Sir Douglas Haig reports:—

Early this morning we carried out local attacks astride the Ypres-Staden railway. The French co-operated on our left.

Progress is reported to be satisfactory.

GERMAN REPORT.

A German official message states: There has been most intense artillery activity all night long between South Hohlst Wood and the Ypres-Comines canal. It increased to drum fire this morning.

The French and British attacked between Draubank and Poelcapelle.

NAVAL AIRCRAFT ACTIVITY.

Paris, Oct. 22.

The Admiralty announces:—Our naval aircraft yesterday afternoon, bombed Vlissingen and Houthave aerodromes. The bombs appeared to burst accurately.

Enemy aircraft attacked our bombing machines and we shot down two. All our machines returned.

Five of our scouts, during an offensive on reconnaissance patrol, engaged 20 hostile scouts, destroyed two and drove down two. One of our pilots is missing.

GREAT EXPLOSION IN AUSTRIAN MUNITION WORKS.

MANY CASUALTIES.

Zurich, Oct. 22.

An interpolation in the Research revealed the fact that the great explosion, in August, in the munition works at Steinfield, was due to the spontaneous combustion of stored enemy ammunition.

There was immense damage and 20 soldiers were killed and 350 others were injured.

(Continued on Page 4)

INTIMATIONS



NOTICE.

IT is hereby notified that in consequence of alterations to the Water Main, the TAIPO R. AD will be closed to wheeled traffic between the hours of 12 noon on the 24th instant and 6 A.M. on the 25th instant.

W. CHATHAM,
Director of Public Works.
Public Works Department.
Hongkong, Oct. 22, 1917. 2213



GOVERNMENT NOTIFICATION

No. S. 257.

Medical Department.

IT IS HEREBY NOTIFIED that SEALED TENDERS, in duplicate, which should be clearly marked "Tender for Medical Department Contract" will be received at the Colonial Secretary's Office until noon on SATURDAY the 27th October, 1917, for the supply of Aerated Waters; Bedding and Clothing; Beer, Spirits, Wines, &c. spirit of Wine; Chemicals, Drugs, Surgical Instruments, and Sundries; Furniture, etc.; Milk, etc.; Provisions, Sundries, and Washing; (Schedules Nos. 1 to 10) required locally by this Department for the period of one year from the 1st of January next inclusive.

Application should be made to the Colonial Secretary's Office for the necessary forms of tender. All other information may be obtained from the Principal Civil Medical Officer at the Civil Hospital.

J. T. C. JOHNSON,
Principal Civil Medical Officer.
Hongkong, Oct. 16, 1917. 2200

ROYAL HONGKONG YACHT CLUB

OPENING CRUISE

THE OPENING CRUISE of the above Club will take place on SATURDAY, 27th instant, when there will be Ladies Races for the Handicap, One Design, Hayward Hays and Gael Class Yachts. There will also be a race for Cruisers of Chinese and English Rig, and a Scratch Four-Oar Contest.

Competitors should be in attendance at the Club House not later than 1.30 P.M.

D. K. BLAIR,
Hon. Sec. Sailing Committee.
Hongkong, Oct. 22, 1917. 2215

CANTON-KOWLOON RAILWAY.

TENDERS for the Supply of Liquors and Refreshments at the Terminal Stations at Tai Sha Tau and Kowloon and on all trains on the above Railway.

IT IS HEREBY NOTIFIED that SEALED TENDERS which should be clearly marked "TENDER FOR THE SALE OF REFRESHMENTS AND LIQUORS ON THE CANTON-KOWLOON RAILWAY" will be received at the Head Office of the British Section at Kowloon, and at the Office of the Managing Director at Tai Sha Tau until noon on SATURDAY, November 3rd.

Forms of Tender and full particulars may be obtained at the Head Office of the British Section at Kowloon or the Head Office of the Chinese Section at Tai Sha Tau.

The Railway does not bind itself to accept the highest or any tender.

H. P. WINSLOW,
Manager,
British Section.

WEN TEH CHANG,
Managing Director,
Chinese Section.
Hongkong, Oct. 20, 1917. 2212

DAIRY FARM NEWS.

CORNED BEEF

AND CORNED PORK.

PUT UP IN KIDS AND BARRELS FOR EXPORT OR STEAMERS USE.

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"PERFECTO"
Actual Size.

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BRITISH-AMERICAN TOBACCO CO., LTD.

THE WAR MEMORIAL.

"Their glory shall not be blotted out."

In the confidence and determination expressed by that familiar text we are fighting the fourth year of the war and looking forward to the reorganization of the world. The men under arms, the civilians who are maintaining those armed forces in the field, are passionately resolved that the work and sacrifice of those who have given their lives for the cause of their country and civilization shall not be made fruitless or forgotten. We see this spirit expressed in the construction of those little wayside shrines, a new sight in England, sacred to the memory of a few men, neighbours or friends or members of the same church. It is essentially the same feeling which calls for the provision of local memorials or local museums in honour of the achievements of the regiments, enlisted from the different districts. But if we do well to commemorate individuals and the patriotic efforts and the honours won by this county and that by one borough and another, it is far more important to establish a memorial to the titanic effort which has been made and the epoch-making work which has been and is being accomplished by the nation as a whole. We stand too near to the stupendous events of the war to appreciate their full significance.

Two years ago the Government resolved to create a National War Museum, says the "Daily Telegraph." As soon as we consider what such a museum must be, and what it must include, it will be seen that it will be not a mere exhibition, but a tribute to the men who have fought and fallen. It is to illustrate the retreat from Mons, for example, or the first battle of Ypres, it must pay some honour to the heroes of those desperate hours. A war museum, therefore, must in the nature of things be a war memorial, it must pay that debt of honour which has been commonly entrusted to some monument or group of statues. However highly we may value the potentiality of art in that kind, it will hardly be disputed that a well-planned and adequately-endowed museum will make an appeal to thought and emotion understood by far greater numbers, and in itself far more significant than any which could spring from monumental sculpture or architecture. We must recognize, therefore, as a fundamental principle of an adequate scheme that the museum must constitute at once the national record and the national memorial of the war.

A HALL OF HONOUR.

The committee appointed to organize the museum, of which Sir Alfred Mond is the chairman and Sir Martin Conway the director-general, have, we understand, adopted this opinion in the plans which they have formulated and submitted to the War Cabinet. As the effects of the war are limited only by the occupations of the world and by the occupations of humanity, the committee considered that the museum must be comprehensive and complete in its scope, and that it must be a memorial to the war and to the men who have fought and fallen.

Consider what this means. We have not only to illustrate and provide a visible history of years of gigantic battles by earth and sea and air, or long campaigns in every quarter of the world. Our museum must tell of the enrolling of armies millions strong, of their training and equipment, and of their transport. But it only the fighting services found a place, the tale would be half told. This is a war not only of armies and navies, but of nations. The committee wisely made provision for according due honour to the services of those who never put on uniform, and for recounting those great transformations of civil life which the war has brought about. The miracles of munition manufacture and the work of women in filling the places of men who have gone to fight must find a place beside the trophies of battle.

But the first and highest purpose of the museum must be to enshrine the memory of great deeds. If it does not bring back to us and to those who come after us the men who fought and fell, it is but a collection of curiosities. So the committee have resolved that the museum should have as its centre and heart a room of commemoration, a Hall of Honour, the sanctuary or holy of holies of the temple. What they suggest to realize this ideal is that artists should be called in to create a hall of all the beauty and splendour which they can imagine, around which should be set portraits and statues of such men as the nation may delight to honour. From this hall we might pass to a Memorial Gallery, in which the name of every man who gave his life to the war should be engraved on bronze, while the achievements of ships, regiments, and contingents might be honoured by inscriptions or other devices.

A COMPREHENSIVE SCHEME.

Such a scheme is ambitious, but in this matter to limit our ambition is a disgrace. In addition to the hall and gallery described, the committee consider that not less than two large-covered courts will be necessary to house and display heavy artillery, tanks, and such things. What would a tank or a big gun? But modern artillery, since we have passed from the bronze age into the age of steel, and, indeed, most of the munitions of modern war, cannot be exhibited out of doors. So large courts of ground level are necessary. It is of course, too soon to draw detailed plans of the museum, but we may perhaps anticipate that round these courts and the central hall, and gallery, buildings on two or three floors will be arranged to house the smaller exhibits and the library. This obviously means a structure of great size and heavy cost, but it is not face this prospect we had better not attempt the formation of a National War Museum. That the people will demand its construction upon an adequate scale, and that money that spent will not be regarded as having been spent in vain, we have no doubt.

The different departments of Government are all taking steps to ensure that the museum shall be a complete and complete memorial to the war and to the men who have fought and fallen.

conclusion of the war the National Museum shall have its choice of all war material and trophies captured from the enemy. All official photographs have been collected for the same purpose, all proclamations and Government printing, portraits of all officers and men who have fallen and those who have won distinction are being assembled. Pictures concerned with the war have been presented, and purchased, records of women's work are accumulating, with models in illustration. Measures are being taken to organize a children's section, which will include war toys of all nations. The committee also invite gifts, and will welcome war souvenirs of all kinds, and, indeed, almost any conceivable object which can form a record or illustration.

CHARACTER OF THE MUSEUM.

Such a wealth of material, it may be thought, will be overwhelming, and remembering collections in which no one could see the wood for the trees, we may ask what sort of an exhibition the committee expect their museum to provide. They aim, in the first place, at interesting all the millions of people who have fought or worked for the war, and, secondly, it appears, at showing future generations what the war was like, with what weapons and under what conditions it was fought, and what were its effects upon civilian life. There will be models of ships, batteries, and trenches, models of aircraft, models of munition factories. But not models alone. The gun and the tank, the aeroplane, and perhaps even the submarine, will be shown as they fought. What this means in space may be estimated by the fact that to show models of all the various types of ships now being used by the Navy would require an acre of floor. Photographs and other records will display what women have done in the factories in the fields, and on the railways. The work of the children, the Boy Scout, the Girl Guide and all the small employees of farm and mine and office will not be forgotten. So the museum forgetting no one's part, should become a memorial and a stimulus. (Some of us may go to recall what a man did who is dead; some to look again at records of our own work, and some in the future to see how the men and women of our day fought and suffered and conquered for their country.)

To the museum also will come the future historian, who will see in calm perspective the agonies and hopes and fears of to-day. It is proposed that the war records and books concerned with the war should be housed in the museum building, thus forming a branch both of the Record Office and of the national library in the British Museum. We understand that the Germans for a similar collection reckon upon 40,000 books. Ours can hardly be smaller, and in addition to books a large collection of newspapers, hostile and neutral, as well as our own, will be necessary to show future students who will appraise our work. It is to us and to our enemies alike this is a war for the sake of our posterity, and it is equally necessary to preserve the records of the war and to show them to the world.

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TELEGRAMS.

(Continued from Page 1.)

THE GULF OF RIGA OPERATIONS.

BRITISH SUBMARINE TORPEDOES ENEMY DREADNAUGHT.

LONDON, Oct. 22. A Russian official message states: The German submarine after a bombardment by destroyers, lurched at Werdor Peninsula, on Sunday, and pressed back our advanced posts and occupied the western part of the Peninsula.

A British submarine, in the Gulf of Riga, launched two torpedoes at a German Dreadnaught but did not witness the result. The submarine subsequently attacked the enemy transports, blowing up one.

THE ABANDONED BASE.

PETROGRAD, Oct. 21. The abandoned base was completely dismantled and the Russian naval warships are now protecting the northern entrance to Moon Sound and the mouth of Gulf of Finland against fresh enemy attack.

During the operations in the Gulf of Riga, a submarine attacked the enemy fleet and fired two torpedoes at a Dreadnaught, but, being shelled and riddled with bullets by seaplanes, was compelled to submerge. On rising again, the occupants of the submarine saw clouds of smoke in the distance, presumably from the Dreadnaught and also from the fleet transports, one of which, the submarine torpedoed.

GERMAN REPORT.

LONDON, Oct. 22. A German official message states: We took 1,200 prisoners at Dago Island.

MUTINY IN GERMAN ARMY.

PETROGRAD, Oct. 22. Reports from the Divina Front state that German prisoners admit a mutinous movement in the German Army owing to the prospect of a winter campaign.

The mutineers were severely punished.

THE POPE'S PEACE PROPOSALS

NO BRITISH REPLY.

LONDON, Oct. 22. In the House of Commons, Mr. Balfour stated that there seemed no reason at present to add anything to the British acknowledgment of the Pope's peace proposals.

Mr. King asked: Is not this a change of policy, in view of the statement that the Allies were considering a reply, jointly?

Mr. Balfour did not reply.

RUSSIAN PEACE DEMANDS.

PETROGRAD, Oct. 22. The newspapers, with the exception of Maxim Gorky's organ, ridicule M. Skobelev's peace demands as childish prattle which might have been drawn up by Germany.

THE PROSECUTION OF GREEK EX-MINISTERS.

ATHENS, Oct. 22. The Chamber has voted in favour of the prosecution of the members of the Skouloudis Cabinet, including the ex-Premier, M. Gounaris.

RESCUE OF GERMAN RAIDER'S VICTIMS.

MELBOURNE, Oct. 22. The naval authorities announce the rescue of 48 men of the crews of the vessels sunk by the *Seydlitz*, who were marooned on Mopbia.

KAISER AND INTERRED SUBMARINE COMMANDER.

MADRID, Oct. 22. The newspaper *Imparcial* states, on good authority, that the Kaiser ordered the Commander of the submarine U. 293 to return to Cadix when it escaped.

BRITISH MERCHANT MARINERS LOST.

Sir Albert Stanley, President of the Board of Trade, today said in the House of Commons that 6,281 officers and crew of the British merchant service have perished during the war. This number does not include men of the merchant service at the mercy of the Admiralty.

THE NORTH SEA CONVOY DISASTER.

LONDON, Oct. 22.

It appears that the North Sea convoy was attacked at six o'clock in the morning, 65 miles from the Scottish coast. The enemy came up stern as dawn was breaking and quickly sank the *Mary Rose* and put out of action the *Strongbow* which flew her flag and fired her guns until crippled.

A small British patrol vessel picked up 39 merchant seamen, under a heavy German fire. Four died after the rescue.

The bodies of four Norwegians were found in a small boat on Thursday. They had been killed by bullets proving that the Germans had shelled the small boats.

A surgeon probationer on the *Strongbow*, although he had a limb shattered, insisted on medically treating the wounded thus saving the lives of sixteen men.

SIX GERMAN WARSHIPS PARTICIPATED.

STOCKHOLM, Oct. 22. Two German cruisers and three torpedo boats participated in the destruction of the convoy.

They ruthlessly fired on the crowded life boats.

The Swedish and Norwegian newspapers bitterly denounce the German savagery.

DEMAND FOR AN ENQUIRY.

LONDON, Oct. 22.

In the House, Commander, C. Bellairs R.N., demanded an enquiry, independently of the Admiralty, into the loss of the neutrals in the North Sea. He declared that the escort was obviously inadequate.

The Rt. Hon. J.T. Macnamara replied, that the Government was not prepared to institute such an enquiry, but a Naval inquiry had already been arranged.

BRITISH NATIONAL ECONOMY.

GREAT AUTUMN CAMPAIGN.

THE PREMIER AND PEACE.

LONDON, Oct. 22. The Premier and Mr. Bonar Law, this afternoon, launched the great Autumn campaign for national economy by addressing a representative gathering at the Albert Hall.

The audience included the Archbishop of Canterbury, the Lord Chancellor, General Smuts, various High Commissioners, the Chief Rabbi, Nonconformist Ministers and also the officials of the Treasury, the Post Office, the Savings Bank, Labour Organisations and the Salvation Army.

The building was packed and General Smuts had a specially hearty reception. The Premier, in appealing to everybody to assist in raising funds to finance the war said the cost was gigantic. The burden was heavy but Great Britain after the war would be a more valuable asset, not because she had extended her territory, but because the efficiency of her people and the security of her shores would be increased. (Cheers)

Another salient fact was that most of our gigantic debt would be owed to ourselves. Although that did not always make a difference, still he thought it better that the debt should be in the family—(Laughter).

The more Britain saved the more she could lend, and the more she lent the less she would owe to others, which was a very important factor in the national wealth.

After emphasising the harmfulness of individual extravagance, because it absorbed money, labour, material and energy essential to the progress of the war, the Premier proceeded: I am not going to predict when peace will come. No man in his sense would prolong the war an hour if there were an opportunity of a real, lasting peace. (Loud cheers). It must not be a peace which will be a prelude to a more devastating war.

THE IRON AND CONCRETE SHIP.

The first Norwegian iron and concrete ship was launched on the 30th August at the Porsgrund Cement Works in the presence of the Prime Minister, M. Kautsky. This ship is built on an entirely new system, with the bottom upwards, in which extraordinary position the launching took place on a sort of underlying sledge, which glided out with the ship. When the water was reached the hull became detached from the sledge, and gradually sank up to a certain point, then subsequently slowly righted itself. This particular ship, which is of 300 tons burden, was built in three weeks, but the next will require only about half that time, as the original frame will be used for each subsequent ship of the same size. The casting of the ship, when the frame is completed, will take only two days. It is intended to start the whole production of iron and concrete ships of 300 tons and 1,000 tons, 2,000 tons, 3,000 tons, 4,000 tons, 5,000 tons, 6,000 tons, 7,000 tons, 8,000 tons, 9,000 tons, 10,000 tons, 11,000 tons, 12,000 tons, 13,000 tons, 14,000 tons, 15,000 tons, 16,000 tons, 17,000 tons, 18,000 tons, 19,000 tons, 20,000 tons, 21,000 tons, 22,000 tons, 23,000 tons, 24,000 tons, 25,000 tons, 26,000 tons, 27,000 tons, 28,000 tons, 29,000 tons, 30,000 tons, 31,000 tons, 32,000 tons, 33,000 tons, 34,000 tons, 35,000 tons, 36,000 tons, 37,000 tons, 38,000 tons, 39,000 tons, 40,000 tons, 41,000 tons, 42,000 tons, 43,000 tons, 44,000 tons, 45,000 tons, 46,000 tons, 47,000 tons, 48,000 tons, 49,000 tons, 50,000 tons, 51,000 tons, 52,000 tons, 53,000 tons, 54,000 tons, 55,000 tons, 56,000 tons, 57,000 tons, 58,000 tons, 59,000 tons, 60,000 tons, 61,000 tons, 62,000 tons, 63,000 tons, 64,000 tons, 65,000 tons, 66,000 tons, 67,000 tons, 68,000 tons, 69,000 tons, 70,000 tons, 71,000 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358,000 tons, 359,000 tons, 360,000 tons, 361,000 tons, 362,000 tons, 363,000 tons, 364,000 tons, 365,000 tons, 366,000 tons, 367,000 tons, 368,000 tons, 369,000 tons, 370,000 tons, 371,000 tons, 372,000 tons, 373,000 tons, 374,000 tons, 375,000 tons, 376,000 tons, 377,000 tons, 378,000 tons, 379,000 tons, 380,000 tons, 381,000 tons, 382,000 tons, 383,000 tons, 384,000 tons, 385,000 tons, 386,000 tons, 387,000 tons, 388,000 tons, 389,000 tons, 390,000 tons, 391,000 tons, 392,000 tons, 393,000 tons, 394,000 tons, 395,000 tons, 396,000 tons, 397,000 tons, 398,000 tons, 399,000 tons, 400,000 tons, 401,000 tons, 402,000 tons, 403,000 tons, 404,000 tons, 405,000 tons, 406,000 tons, 407,000 tons, 408,000 tons, 409,000 tons, 410,000 tons, 411,000 tons, 412,000 tons, 413,000 tons, 414,000 tons, 415,000 tons, 416,000 tons, 417,000 tons, 418,000 tons, 419,000 tons, 420,000 tons, 421,000 tons, 422,000 tons, 423,000 tons, 424,000 tons, 425,000 tons, 426,000 tons, 427,000 tons, 428,000 tons, 429,000 tons, 430,000 tons, 431,000 tons, 432,000 tons, 433,000 tons, 434,000 tons, 435,000 tons, 436,000 tons, 437,000 tons, 438,000 tons, 439,000 tons, 440,000 tons, 441,000 tons, 442,000 tons, 443,000 tons, 444,000 tons, 445,000 tons, 446,000 tons, 447,000 tons, 448,000 tons, 449,000 tons, 450,000 tons, 451,000 tons, 452,000 tons, 453,000 tons, 454,000 tons, 455,000 tons, 456,000 tons, 457,000 tons, 458,000 tons, 459,000 tons, 460,000 tons, 461,000 tons, 462,000 tons, 463,000 tons, 464,000 tons, 465,000 tons, 466,000 tons, 467,000 tons, 468,000 tons, 469,000 tons, 470,000 tons, 471,000 tons, 472,000 tons, 473,000 tons, 474,000 tons, 475,000 tons, 476,000 tons, 477,000 tons, 478,000 tons, 479,000 tons, 480,000 tons, 481,000 tons, 482,000 tons, 483,000 tons, 484,000 tons, 485,000 tons, 486,000 tons, 487,000 tons, 488,000 tons, 489,000 tons, 490,000 tons, 491,000 tons, 492,000 tons, 493,000 tons, 494,000 tons, 495,000 tons, 496,000 tons, 497,000 tons, 498,000 tons, 499,000 tons, 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571,000 tons, 572,000 tons, 573,000 tons, 574,000 tons, 575,000 tons, 576,000 tons, 577,000 tons, 578,000 tons, 579,000 tons, 580,000 tons, 581,000 tons, 582,000 tons, 583,000 tons, 584,000 tons, 585,000 tons, 586,000 tons, 587,000 tons, 588,000 tons, 589,000 tons, 590,000 tons, 591,000 tons, 592,000 tons, 593,000 tons, 594,000 tons, 595,000 tons, 596,000 tons, 597,000 tons, 598,000 tons, 599,000 tons, 600,000 tons, 601,000 tons, 602,000 tons, 603,000 tons, 604,000 tons, 605,000 tons, 606,000 tons, 607,000 tons, 608,000 tons, 609,000 tons, 610,000 tons, 611,000 tons, 612,000 tons, 613,000 tons, 614,000 tons, 615,000 tons, 616,000 tons, 617,000 tons, 618,000 tons, 619,000 tons, 620,000 tons, 621,000 tons, 622,000 tons, 623,000 tons, 624,000 tons, 625,000 tons, 626,000 tons, 627,000 tons, 628,000 tons, 629,000 tons, 630,000 tons, 631,000 tons, 632,000 tons, 633,000 tons, 634,000 tons, 635,000 tons, 636,000 tons, 637,000 tons, 638,000 tons, 639,000 tons, 640,000 tons, 641,000 tons, 642,000 tons, 643,000 tons, 644,000 tons, 645,000 tons, 646,000 tons, 647,000 tons, 648,000 tons, 649,000 tons, 650,000 tons, 651,000 tons, 652,000 tons, 653,000 tons, 654,000 tons, 655,000 tons, 656,000 tons, 657,000 tons, 658,000 tons, 659,000 tons, 660,000 tons, 661,000 tons, 662,000 tons, 663,000 tons, 664,000 tons, 665,000 tons, 666,000 tons, 667,000 tons, 668,000 tons, 669,000 tons, 670,000 tons, 671,000 tons, 672,000 tons, 673,000 tons, 674,000 tons, 675,000 tons, 676,000 tons, 677,000 tons, 678,000 tons, 679,000 tons, 680,000 tons, 681,000 tons, 682,000 tons, 683,000 tons, 684,000 tons, 685,000 tons, 686,000 tons, 687,000 tons, 688,000 tons, 689,000 tons, 690,000 tons, 691,000 tons, 692,000 tons, 693,000 tons, 694,000 tons, 695,000 tons, 696,000 tons, 697,000 tons, 698,000 tons, 699,000 tons, 700,000 tons, 701,000 tons, 702,000 tons, 703,000 tons, 704,000 tons, 705,000 tons, 706,000 tons, 707,000 tons, 708,000 tons, 709,000 tons, 710,000 tons, 711,000 tons, 712,000 tons, 713,000 tons, 714,000 tons, 715,000 tons, 716,000 tons, 717,000 tons, 718,000 tons, 719,000 tons, 720,000 tons, 721,000 tons, 722,000 tons, 723,000 tons, 724,000 tons, 725,000 tons, 726,000 tons, 727,000 tons, 728,000 tons, 729,000 tons, 730,000 tons, 731,000 tons, 732,000 tons, 733,000 tons, 734,000 tons, 735,000 tons, 736,000 tons, 737,000 tons, 738,000 tons, 739,000 tons, 740,000 tons, 741,000 tons, 742,000 tons, 743,000 tons, 744,000 tons, 745,000 tons, 746,000 tons, 747,000 tons, 748,000 tons, 749,000 tons, 750,000 tons, 751,000 tons, 752,000 tons, 753,000 tons, 754,000 tons, 755,000 tons, 756,000 tons, 757,000 tons, 758,000 tons, 759,000 tons, 760,000 tons, 761,000 tons, 762,000 tons, 763,000 tons, 764,000 tons, 765,000 tons, 766,000 tons, 767,000 tons, 768,000 tons, 769,000 tons, 770,000 tons, 771,000 tons, 772,000 tons, 773,000 tons, 774,000 tons, 775,000 tons, 776,000 tons, 777,000 tons, 778,000 tons, 779,000 tons, 780,000 tons, 781,000 tons, 782,000 tons, 783,000 tons, 784,000 tons, 785,000 tons, 786,000 tons, 787,000 tons, 788,000 tons, 789,000 tons, 790,000 tons, 791,000 tons, 792,000 tons, 793,000 tons, 794,000 tons, 795,000 tons, 796,000 tons, 797,000 tons, 798,000 tons, 799,000 tons, 800,000 tons, 801,000 tons, 802,000 tons, 803,000 tons, 804,000 tons, 805,000 tons, 806,000 tons, 807,000 tons, 808,000 tons, 809,000 tons, 810,000 tons, 811,000 tons, 812,000 tons, 813,000 tons, 814,000 tons, 815,000 tons, 816,000 tons, 817,000 tons, 818,000 tons, 819,000 tons, 820,000 tons, 821,000 tons, 822,000 tons, 823,000 tons, 824,000 tons, 825,000 tons, 826,000 tons, 827,000 tons, 828,000 tons, 829,000 tons, 830,000 tons, 831,000 tons, 832,000 tons, 833,000 tons, 834,000 tons, 835,000 tons, 836,000 tons, 837,000 tons, 838,000 tons, 839,000 tons, 840,000 tons, 841,000 tons, 842,000 tons, 843,000 tons, 844,000 tons, 845,000 tons, 846,000 tons, 847,000 tons, 848,000 tons, 849,000 tons, 850,000 tons, 851,000 tons, 852,000 tons, 853,000 tons, 854,000 tons, 855,000 tons, 856,000 tons, 857,000 tons, 858,000 tons, 859,000 tons, 860,000 tons, 861,000 tons, 862,000 tons, 863,000 tons, 864,000 tons, 865,000 tons, 866,000 tons, 867,000 tons, 868,000 tons, 869,000 tons, 870,000 tons, 871,000 tons, 872,000 tons, 873,000 tons, 874,000 tons, 875,000 tons, 876,000 tons, 877,000 tons, 878,000 tons, 879,000 tons, 880,000 tons, 881,000 tons, 882,000 tons, 883,000 tons, 884,000 tons, 885,000 tons, 886,000 tons, 887,000 tons, 888,000 tons, 889,000 tons, 890,000 tons, 891,000 tons, 892,000 tons, 893,000 tons, 89

LICENSING SESSIONS.

MAGISTRACY.

It is hereby notified that a Meeting of the LICENSING BOARD will be held in the Council Chamber, on Wednesday the 31st day of October, 1917, at 12.15 p.m., at which the following applications will be considered under the Liquors Consolidation Ordinances, 1911 and 1917:—

No.	Names of Applicants.	Description of License applied for.	Sign of House.	Situation of House.	Whether the applicant has held a license to sell liquor in the Colony and, if so, for how long.	Remarks.
1	James Harper Taggart.	Publican's Licence.	Hongkong Hotel.	18, Des Vaux Central, and 11, 15 & 17, Pedder Street.	6 years.	
2	Job Whitehill.	"	King Edward Hotel.	3, Des Vaux Road Central.	2 "	
3	Frank Albert Chopard.	"	Palace Hotel.	42, 44 and 46, Haiphong Road, Kowloon.	6 "	
4	Frank Edward Hall.	"	North Point Hotel.	2, Pak Siu Wan Street.	1 month.	
5	Joshua Brook.	"	Grand Hotel.	2, Queen's Road Central.	1 "	
6	William Barker.	"	"	"	"	
7	P. O. Feuster.	Hotel Keeper's Adjunct Licence.	Peak Hotel.	18, Chamberlain Road.	9 1/2 years.	
8	Tokuo Uyetsuki.	"	Nomura Hotel.	15, 16 and 17, Connaught Road Central.	5 "	
9	Jackuo Uyetsuki.	"	Tokyo Hotel.	36, 37, 38 & 39, Pottinger Street.	4 "	
10	Taoi Tai Wing.	"	Stag Hotel.	148 & 150, Queen's Road Central.	8 "	
11	Juhachi Tada.	"	Kowloon Tel.	39, Peking Road, Kowloon.	5 "	
12	Tokutaro Miyajima.	"	Sachiro Hotel.	45, Haiphong Road, Kowloon.	8 months.	
13	D. M. Goodall.	Restaurant Keeper's Adjunct Licence.	Wiseman Limited.	14, Des Vaux Road Central.	2 years.	
14	Soi Ishiyama.	"	Indra Hotel.	1, Haifung Lane, Wanchai.	1 year.	
15	Mrs. Nellie Bebbage.	"	Alexandra Café.	14, Des Vaux Road Central.	2 years.	
16	Shohichi Yoshizawa.	"	Yoshizawa Tokubachi.	35, 36 and 37 Praya East.	3 "	
17	Mrs. Yono Nomura.	"	Harunoya Hotel.	9 and 10, Praya East.	5 1/2 "	
18	Joe Yamakawa.	"	"	47, Praya East.	3 months.	

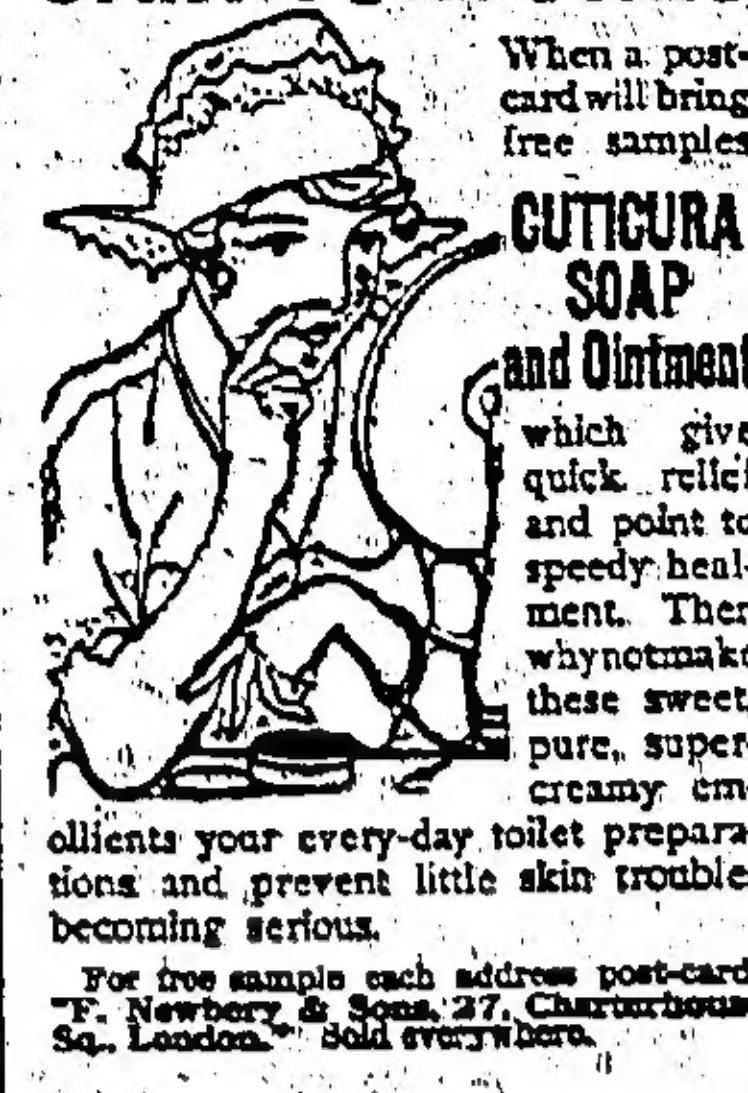
G. A. WOODCOCK,
Secretary to the Licensing Board.

SHARE REPORT.

OCTOBER 23RD, 1917.

Stock and paid up value.	Quotations 11.30 A.M.	Last Dividend and date.	Approximate % return based on 10-1-17's div.
BANKS.			
Hongkong & Shanghai	119 1/2	Interim of 22-3/4 a/c 1917.	6 1/2 p.c.
MARINE INSURANCE.			
Canton	50 1/2	77 final making 221 a/c 1917 and interim of 118 a/c 1918.	7 p.c.
North China	23 1/2	Int. div. of 15-1/2 = 15/16 at 3/8 5/16, \$4.25 per share a/c 1918.	7 p.c.
Union	100 1/2	Final of 85 a/c 1918 and interim of 10 a/c 1918 and 10 a/c 1918.	11 p.c.
Yangtze	60 1/2	Final of 30 a/c 1918 and interim of 30 a/c 1918.	11 p.c.
FIRE INSURANCE.			
China Fire	2 1/2	37 and bonus 42 for 1915.	8 1/2 p.c.
Hongkong Fire	2 1/2	37 for 1915.	8 1/2 p.c.
SHIPPING.			
Douglas Steamships	55 1/2	Final of 55 a/c 1916-1917.	10 1/2 p.c.
Steamship	15 1/2	31.25 for 1916.	7 p.c.
Indo-China	25 1/2	Final of 31 a/c 1916.	8 p.c.
Star Ferry	10 1/2	Final of 40 a/c 1916.	21 p.c.
REFINERIES.			
On a Sugar	10 1/2	31.25 for 1916.	7 p.c.
Malacca Sugar	10 1/2	31.25 for 1916.	13 p.c.
MINING.			
Kailash	10 1/2	at div. of 1/- free of income tax, making 102 a/c 1916-1917 coupon No. 9.	7 p.c.
Lungshui	10 1/2	10/- interim making 41 a/c 1916.	15 p.c.
Tonghai Mines	10 1/2	9 % for 1915.	—
Ural Caspian	10 1/2	30 a/c 1916.	—
DOCKERS, WHARVES AND GODOWNS.			
Kowloon Wharves & Godowns	10 1/2	3 % or 1916 & bonus 1/2.	9 p.c.
H.K. & Whampoa Docks	10 1/2	Interim of 82 1/2 a/c 1916.	9 p.c.
Shanghai Docks	10 1/2	30 a/c 1917.	8 p.c.
COTTON MILLS.			
Yonghe	10 1/2	31-10-17 for year ending 30-6-18.	5 p.c.
Shanghai Cotton	10 1/2	30-6-18.	5 p.c.
Kung Yik	10 1/2	31-10-17 for year ending 30-6-18.	5 p.c.
Yonghe	10 1/2	31-10-17 for year ending 30-6-18.	5 p.c.
Oriental	10 1/2	31-10-17 for year ending 30-6-18.	5 p.c.
MISCELLANEOUS.			
China-Borneo	10 1/2	31-10-17 for year ending 30-6-18.	5 p.c.
Light & Power	10 1/2	31-10-17 for year ending 30-6-18.	5 p.c.
On a Provident	10 1/2	31-10-17 for year ending 30-6-18.	5 p.c.
Dairy Farms	10 1/2	31-10-17 for year ending 30-6-18.	5 p.c.
Green Island	10 1/2	31-10-17 for year ending 30-6-18.	5 p.c.
Hongkong Electric	10 1/2	31-10-17 for year ending 30-6-18.	5 p.c.
Hongkong Ice	10 1/2	31-10-17 for year ending 30-6-18.	5 p.c.
Hongkong Rope	10 1/2	31-10-17 for year ending 30-6-18.	5 p.c.
Hongkong Tramways	10 1/2	31-10-17 for year ending 30-6-18.	5 p.c.
H.K. Steel Foundry	10 1/2	31-10-17 for year ending 30-6-18.	5 p.c.
Peak Tramways	10 1/2	31-10-17 for year ending 30-6-18.	5 p.c.
Steam Laundry	10 1/2	31-10-17 for year ending 30-6-18.	5 p.c.
Union Waterworks	10 1/2	31-10-17 for year ending 30-6-18.	5 p.c.
Watsons	10 1/2	31-10-17 for year ending 30-6-18.	5 p.c.
William Powell	10 1/2	31-10-17 for year ending 30-6-18.	5 p.c.

WHY SUFFER SKIN TORTURES



WEATHER REPORT.

October 23d, 11A, 45m. — No returns from Japanese stations. Pressure changes are everywhere small; the anticyclone has moved eastwards to N. Japan, and the low pressure area remains in the China Sea.

Fresh monsoon will continue along the China Coast, and over the N. China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inch. Total since January 1st, 77.83 inches, against an average of 79.87 inches.

Forecast for the 24 hours ending at noon on the 24th October:—

1.—Hongkong to Gap Rock: E. winds, fresh; fair.

2.—Formosa Channel: N.E. winds, strong.

3.—South coast of China between Hongkong and Lamma: The same as No. 1.

4.—South coast of China between Hongkong and Hainan: The same as No. 1.

OFFICIAL NIGHTS FOR OCTOBER.

Date.	Ends.	Begin.
Oct. 23rd, 6.11 a.m.	6.3 p.m.	
" 24th, 6.11 "	6.3 "	
" 25th, 6.12 "	6.3 "	
" 26th, 6.12 "	6.3 "	
" 27th, 6.12 "	6.3 "	
" 28th, 6.13 "	6.3 "	
" 29th, 6.14 "	6.3 "	
" 30th, 6.14 "	6.3 "	
" 31st, 6.15 "	6.39 "	

ROYAL OBSERVATORY HONGKONG, DAILY WEATHER REPORT.

Station.	Hour.	Barometer at Sea Level.	Temperature.	Humidity.	Direction.	Force.	Weather.
Wanchai	8 a.m.	30.90	59	85	W	2	c
Memuro	8 a.m.	30.90	59	85	W	2	c
Hakodate	8 a.m.	30.90	59	85	W	2	c
Tokyo	8 a.m.	30.90	59	85	W	2	c
Kobe	8 a.m.	30.90	59	85	W	2	c
Nagasaki	8 a.m.	30.90	59	85	W	2	c
Yokohama	8 a.m.	30.90	59	85	W	2	c
Shanghai	8 a.m.	30.90	59	85	W	2	c
Amoy	8 a.m.	30.90	59	85	W	2	c
Swatow	8 a.m.	30.90	59	85	W	2	c
Taipei	8 a.m.	30.90	59	85	W	2	c
Tientsin	8 a.m.	30.90	59	85	W	2	c
Peking	8 a.m.	30.90	59	85	W	2	c
Harbin	8 a.m.	30.90	59	85	W	2	c
Manchuria	8 a.m.	30.90	59	85	W	2	c
Shanghai	8 a.m.	30.90	59	85	W	2	c
Amoy	8 a.m.	30.90	59	85	W	2	c
Swatow	8 a.m.	30.90	59	85	W	2	c
Taipei	8 a.m.	30.90	59	85	W	2	c
Tientsin	8 a.m.	30.90	59	85	W	2	c
Peking	8 a.m.	30.90	59	85	W	2	c
Harbin	8 a.m.	30.90	59	85	W	2	c
Manchuria	8 a.m.	30.90	59	85	W	2	c

POST OFFICE NOTICES.

Letters franked at the 4 cents rate addressed to Yunnan and Mengtze and other places in the Province of Yunnan should be superscribed with the words: "For delivery by the Chinese Post Office."

The Parcel Post service to Aden (except in respect of parcels for military and naval addresses) has been suspended.

Mails for Europe via Suez are despatched as opportunity offers but only correspondence specially marked is forwarded by that route and no particulars of such mails can be given.

Correspondence addressed to enemy subjects in China, Siam, Liberia, Portuguese East Africa, Persia and Morocco, cannot be transmitted.

The Services to Germany, Austria, Bulgaria and the Ottoman Empire are suspended.

OUTWARD MAILS.

Registered and Parcel mails close 15 minutes earlier than the time given below, unless otherwise stated.

LOCAL AND REGULAR MAILS.

FOR	WEEK-DAYS	SUNDAYS & HOLIDAYS
Tai O	5.00 P.M.	—
Tai Po	10.00 A.M.	9.30 A.M.
Chung Chow	7.30 A.M.	3 P.M.
Shatin, Kowloon, Shek	—	—
Shanghai	4.00 P.M.	—
Amoy	4.30 P.M.	—
Swatow	4.30 P.M.	—
Taipei	4.30 P.M.	—
Tientsin	4.30 P.M.	—
Peking	4.30 P.M.	—
Harbin	4.30 P.M.	—
Manchuria	4.30 P.M.	—

FROM SHEUNGWAN WESTERN BRANCH P.O.

FOR	WEEK-DAYS	SUNDAYS & HOLIDAYS
Macao	7.30 A.M.	7.30 A.M.
Canton	7.30 A.M.	7.30 A.M.
Tai Ping	7.30 A.M.	7.30 A.M.
Tung	7.30 A.M.	7.30 A.M.
Shek Kip	7.30 A.M.	7.30 A.M.
Kowloon	7.30 A.M.	7.30 A.M.
Kowloon	7.30 A.M.	7.30 A.M.
Kowloon	7.30 A.M.	7.30 A.M.
Kowloon	7.30 A.M.	7.30 A.M.
Kowloon	7.30 A.M.	7.30 A.M.

HONGKONG TIDES.

The tide-table given below has been compiled at the Hydrographic Office in London from the results of the analysis of observations taken by means of an automatic tide-recording machine in the Water Police Basin at Tsim Sha Tsui during the years 1873-9.

The zero of the table corresponds with the zero of the Admiralty Chart, which has been found to be 4 feet 3 inches below mean sea level.

To obtain the depth of water on the tide gauge at the Victoria Naval Yard add 3 feet 4 inches, and on the gauge at Lamont Dock, Aberdeen, add 10 feet 4 inches to the height given in the table.

October 24th to 30th, 1917.

Day	High Water	Low Water
24	10.15	4.15
25	10.15	4.15
26	10.15	4.15
27	10.15	4.15
28	10.15	4.15
29	10.15	4.15
30	10.15	4.15

HONGKONG REGISTER.

Barometer	Thermometer	Humidity	Direction of Wind	Force	Rain
30.51	78	70	W	2	0.00
30.51	78	70	W	2	0.00
30.51	78	70	W	2	0.00
30.51	78	70	W	2	0.00
30.51	78	70	W	2	0.00
30.51	78	70	W	2	0.00
30.51	78	70	W	2	0.00
30.51	78	70	W	2	0.00
30.51	78	70	W	2	0.00
30.51	78	70	W	2	0.00

HONGKONG DEFENCE CORPS.

Orders for Artillery Company by Capt. J. H. W. Armstrong, Y.D.

THURSDAY 25th instant.

5.30 p.m. Left Half Company (Gun numbers other than specialists) at Belchers Battery.

FRIDAY 26th instant.

7.00 a.m. Night Half Company (Range Takers Class and Gun numbers as detailed) at Belchers Battery.

5.30 p.m. Night Half Company (Layers and Sappers Class only) at Belchers Battery.

5.30 p.m. Left Half Company (Layers and Sappers Class only) at Belchers Battery.

Orders for Engineer Company by Captain W. Russell.

THURSDAY 25th instant.

Nightly E. L. Manning at Belchers and Lyseum as per Posters posted at Headquarters.

Officers sent for duty.

Belchers, Captain Russell, O. J. D.E.L. Freeman, Lieut. Stevenson, O. J. D.E.L. Smeaton, and Lieut. Brown.

THURSDAY 25th instant.

At Belchers at 8 p.m. on Tuesday and Thursday, under Staff Sergeants Owendene and Parsons, R.E., Corp. Day and 2nd Corp. Norris, H.K.D.C.

Detail of duties at Lyseum from 17th to 21st instant is posted at Headquarters.

Orders for Infantry Battalion by Major H. A. Morgan.

THURSDAY 25th instant.

5.15 p.m. "A" Company.

6.30 a.m. Annual Musketry Course, Part 2, Practices 5 and 9 at King's Park Range. The men who fire on 2nd instant will attend.

6.30 a.m. Annual Musketry Course, Part 2, Practices 5 and 9 at King's Park Range. The following will attend:—

Privates E.E. de W. Abbey, E.A.M. Williams, R.P. Thurnfield, W. Schofield, N.E. Keat, R.E. Hayward and W.W. Mackenzie.

5.15 p.m. No. 2 Platoon, Nos. 7 and 8 Sections, at Headquarters. Musketry instruction. Dress, Drill order with pouches.

5.15 p.m. No. 3 Platoon, at Headquarters. Musketry instruction. Dress, Drill order with two small pouches.

FRIDAY 26th instant.

6.30 a.m. Annual Musketry Course, Part 2, Practices 10, 11 and 12 at King's Park Range. The men who fire on 2nd and 24th instant will attend.

5.15 p.m. No. 1 Platoon, Nos. 3 and 4 Sections, at Headquarters. Musketry instruction. Dress, Drill order with two small pouches.

5.15 p.m. No. 3 Platoon, at Headquarters. Musketry instruction. Dress, Drill order with two small pouches.

FRIDAY 26th instant.

6.30 a.m. Annual Musketry Course, Part 2, Practices 8 and 9 at King's Park Range. The Officer, N.C.O.s and men who fire on 2nd inst. will attend.

4.45 p.m. No. 6 Platoon, Nos. 5 and 6 Sections, at King's Park Range. Annual Musketry Course, Part 1, Practices 3 and 4. Dress, Drill order with pouches.

THURSDAY 25th instant.

6.30 a.m. Annual Musketry Course, Part 2, Practices 8 and 9 at King's Park Range. The following will attend:—

Privates G. W. C. Bennett, J. H. Goodham, G. F. Nightingale, W. L. Patterson, D. Jaffe, S. H. Devel, and F. Graham.

5.15 p.m. No. 5 Platoon, at Headquarters. Musketry instruction. Drill order with pouches.

FRIDAY 26th instant.

6.30 a.m. Annual Musketry Course, Part 2, Practices 10, 11 and 12 at King's Park Range. The Officer, N.C.O.s, and men who fire on 2nd and 24th instant will attend.

4.45 p.m. No. 6 Platoon, Nos. 5 and 6 Sections, at King's Park Range. Annual Musketry Course, Part 1, Practices 3 and 4. Dress, Drill order with pouches.

THURSDAY 25th instant.

6.30 a.m. Annual Musketry Course, Part 2, Practices 8 and 9 at King's Park Range. The following will attend:—

Privates J. Fraser, Harper, Arch. Laburn, Logan, Macdonald, A. McKenna, Morgan, Todd.

5.15 p.m. Men detailed below at Headquarters. Private Fraser, Harper, Arch. Laburn, Logan, Macdonald, A. McKenna, Morgan, Todd.

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